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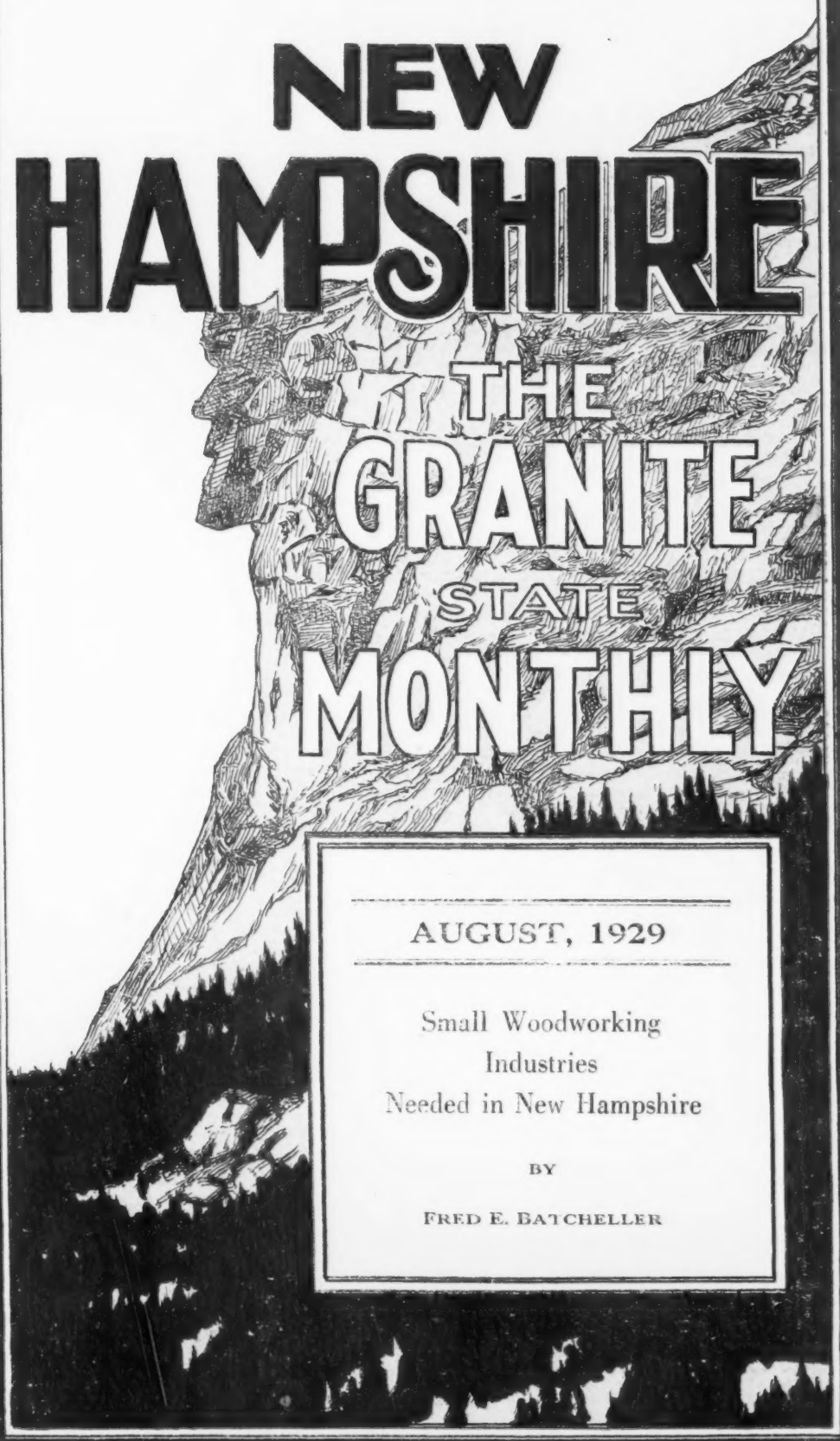

AUGUST, 1929

Small Woodworking
Industries
Needed in New Hampshire

BY

FRED E. BATCHELLER

HARVARD COLLEGE
FEB 4 1922

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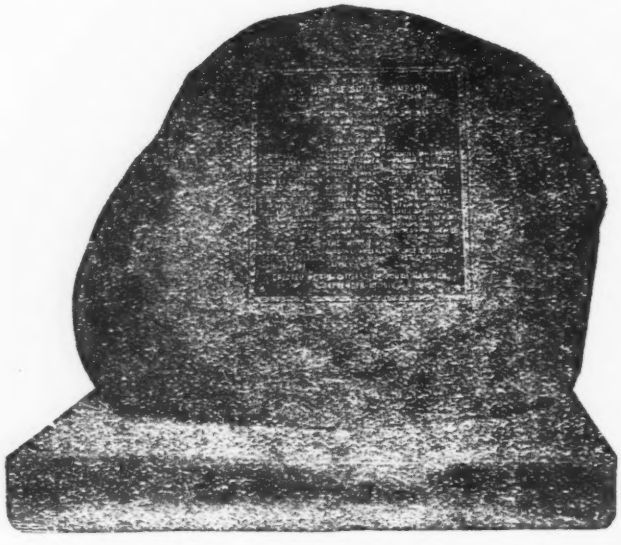

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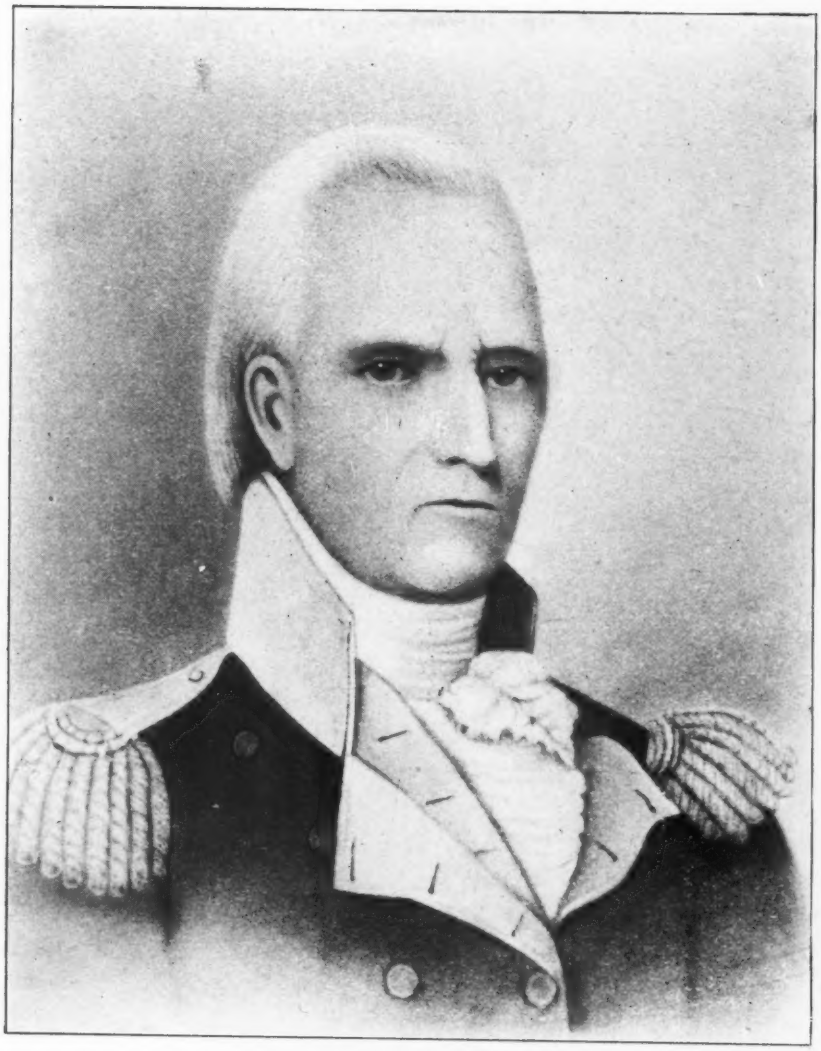
Wild Geese

HELEN TUFTS

A bit of wedge-shaped blackness
Flying in the sky.
Nearer, ever nearer,
As each one trains his eye.
Out of the North they're coming,
Headed southward now,
To reach their destination,
No one knows quite how.
The whole wedge quivers gently,
Like heat-rays on a dock.
Each long neck's pointed onward
Throughout the entire flock.
The line becomes less solid
As right above—on high—
Each wild goose stands out clearly
Against the sunset sky.
Once more their ranks solidify
As they are disappearing.
The friendly "talking," which we heard
Is gone beyond our hearing.
They pass a flock of blackbirds,
As they fly on into space.
Who wouldn't give a million
For power their course to trace!



MAJOR GENERAL JOHN STARK

HARVARD COLLEGE
FEB 4 1930
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Derryfield in the Revolution

FRED W. LAMB

WHEN the War of the Revolution broke out and the "shot heard round the world" was fired at Lexington and Concord, Mass., the men of Derryfield, now Manchester, were among the first to respond. The selectmen and thirty-four out of the thirty-six able-bodied men capable of bearing arms left at once for the scene of hostilities, leaving but two able-bodied men at home with the aged and infirm. They were present with Stark at Bunker Hill, where the men from New Hampshire outnumbered all the other patriots on that historic field and behind their celebrated "rail fence" won undying fame and they were the last to leave the field. Again, at Bennington, Stark and his men from old Derryfield and other New Hampshire towns turned back the rising tide of English invasion and snatched a victory from out of the jaws of almost sure defeat. At Trenton, Princeton, Springfield, Saratoga, West Point and Yorktown the men from Derryfield displayed their fidelity and heroism and upon the signing of the articles of peace it is said the event was celebrated by a general merrymaking at Amoskeag Falls on July 10, 1783.

Derryfield Men in the First New Hampshire Regiment

John Stark, Colonel; Archibald Stark, Lieutenant; John Harvey, Lieutenant; John Moore, Captain; Caleb Stark, Adjutant; Joshua Blodgett, Isaac George, Benjamin George, Jona Griffin, Joseph Hazelton, David Merrill, Ichabod Martin, Ephraim Stevens, Daniel McCoy, James Aiken, Benjamin Baker, Nathaniel Boyd, Charles Emerson, George Emerson, John Goffe, Arthur Hart, Lemuel Harvey, Nathaniel Martin, Timothy Martin, David McBnight, John C. McNeil, Goffe Moore, David Farmer, William Boyd.

Of these men John Stark, Archibald Stark, Caleb Stark, John Moore, Benjamin, George, Benjamin Baker, Nathaniel Boyd, Charles Emerson, George Emerson, John Goffe, Arthur Hart, Lemuel Harvey, Nathaniel Martin, Timothy Martin, David McKnight, John C. McNeil, Goffe Moore, David Farmer, and William Boyd were present at Bunker Hill. David Farmer was with Stark at Bennington. Nathaniel Martin was with Arnold in his march to Canada, and was taken prisoner at Quebec.

Derryfield Men Serving in Other Regiments Than the First New Hampshire

Theophilus Griffin, Timothy Dow, Enoch Harvey, Samuel Harvey, John Nutt, Robert McKnight, James McCalley, Nathaniel Baker, Alexander McMurphy, James Thompson, Ebenezer Costa, Oliver Emerson, Ebenezer Newman, Robert Cunningham, Jr., William Nutt, Captain Samuel Moore, John Hanson, Benjamin Stevens, Mark Duty, Peter Emerson, Moses Chandler, Archibald Gamble, Amos Martin, Lieutenant Daniel Hall.

Of these men Theophilus Griffin, Enoch Harvey, and John Nutt were with Stark at Bennington.

Isaac Huse was in the Massachusetts service.

Other men who served from Derry-

field in the Revolutionary War included John Thompson, Oliver Townsend, Robbert Cunningham, Rueben Moore, Neal Cate, Archibald Campbell, John Russ, John Ray, Benjamin Thompson, Oliver Parce.

Samuel Blodgett, according to Chase's history of Haverhill, Mass., was actively engaged on the field at Bunker Hill.

This list has been compiled from the *New Hampshire Revolutionary Rolls,* Potter's *History of Manchester,* Kidder's *First New Hampshire Regiment,* Gilmore's *Capt. John Moore's Company at Bunker Hill,* Gilmore's *Roll of New Hampshire Men at Bennington,* and Gilmore's *Roll of New Hampshire Men at Bunker Hill.*

Chapter Two

Burial Places of Derryfield Soldiers of the Revolution As Far as Known

During the course of the Revolutionary War, old Derryfield, now Manchester, did her part, furnishing over sixty men to the patriot armies as shown above. A diligent search has been made to find the burial places of these men and only fifteen can be definitely located. Those whose burial places are known are the following:

John Stark, who served as colonel of the Massachusetts line, then as colonel of the First New Hampshire regiment, taking part in the battles of Bunker Hill, Trenton and Princeton. He resigned his commission in 1777, but a little later the same year took command of the New Hampshire expedition against Burgoyne and fought the battle of Bennington. After this battle he rejoined the northern department of the Continental army, under Gates, and was made a brigadier by congress. In 1779 he served in Rhode Island. In 1781 he had command of the northern department, and in 1786 was made a major-general. His remains lie in Stark park.

Samuel Moore, who served in Capt. John Moore's company of the First New Hampshire at Bunker Hill, also in Capt. John Duncan's company, in Colonel Kelley's regiment and in Capt. Stephen Dearborn's company in Col. Thomas Stickney's regiment, and was also a captain in Col. Daniel Moore's regiment, is buried at Goffe's Falls.

John Harvey, who served as a private in Capt. Henry Dearborn's company of the First New Hampshire regiment, and was afterward in Capt. Enoch Page's company of Colonel Senter's battalion, serving as ensign, and in 1781 served as lieutenant in the First New Hampshire, is buried in Merrill yard.

Benjamin Stevens, who served as a private, afterwards promoted to the rank of a corporal, in Capt. John Duncan's company of Col. Moses Kelley's regiment, also in Capt. Nathaniel Wilson's company of Col. Thomas Stickney's regiment, is buried at the Centre.

Ephraim Stevens, who served as a private in Capt. Ezra Towne's company in the Third New Hampshire regiment, and who was also with Arnold on the Canada expedition, also serving in Capt. Josiah Brown's company of Col. Enoch Hale's regiment is buried at the Centre cemetery.

Peter Emerson, who served as a private in Captain Reynold's company in Colonel Peabody's regiment, is buried at the Merrill yard.

Archibald Gamble, who served in Col. Moses Kelley's regiment, also in Col. Hercules Mooney's regiment for the defense of Rhode Island, lies buried at Valley cemetery.

Samuel Blodgett, who, according to

Chase's history of Haverhill, was actively engaged in the field at Bunker Hill, is buried at Valley cemetery.

Daniel Hall, who served in Capt. Ezra Towne's company of the Third New Hampshire, probably as lieutenant, is buried at the Centre cemetery.

Isaac Huse, who served as a private in Capt. David Whittier's company in a regiment commanded by Maj. Benjamin Gage, also in Captain Jones's company of Colonel Johnson's Fourth Essex County regiment, is buried at the Centre cemetery.

Nathaniel Rundlett, who served as a private in Capt. Archibald McAllister's company in Col. Samuel McCobb's regiment on the Penobscot expedition, also in Capt. Benjamin Lemont's company of the same regiment, on the same expedition, is buried in the Piscataquog cemetery.

William Parker, who served as a private in Capt. George Reid's company of the First New Hampshire regiment, is buried in the Piscataquog cemetery.

James Wallace, who served as a private in Captain McConnell's company in General Stark's brigade, raised out of the regiment commanded by Col. Thomas Stickney, and served at Bennington, is buried at the Piscataquog cemetery.

William Gamble, buried in the Centre cemetery.

Samuel Stark, buried in Valley cemetery.

Chapter Three

Gen. George Washington's Opinion of the Character of Certain Revolutionary Officers

After the defeat of Gen. Arthur St. Clair by the Indians in the autumn of 1791 it appeared to be necessary to appoint some other officer to succeed him in command of the army. Gen. Washington therefore drew up the following paper, which is preserved in the New York State Library, giving his personal impression of every officer of the Revolutionary army who would be in a position to assume command of the army.

"The following list contains the names of all the general officers now living and in this country, as low as actual brigadiers inclusively. Except those who it is conjectured would not, from age, want of health and other circumstances, come forward by any inducements that could be offered to them and such as ought not to be named for the important trust of Commander in Chief.

1. Major General Lincoln. Sober, honest, brave and sensible, but infirm, past the vigor of life and reluctantly (if offered to him) would accept the appointment.

2. Major General Baron De Steuben. Sensible, sober and brave, well acquainted with tactics and with the arrangement and discipline of an army. High in his ideas of subordination, impetuous in his temper, ambitious and a foreigner.

3. Major General Moultrie. Brave and it is believed accommodating in his temper. Served the whole of last war and has been an officer in the preceding one, at least had been engaged in an expedition against the Cherokees; having defeated them in one or two considerable actions. What the resources or powers of his mind are, how active he may be and whether temperate or not, are points I cannot speak to with decision, because I have had little or no opportunity to form an opinion of him.

4. Brigadier (by brevet Major General) McIntosh. Is old and inactive, supposed to be honest and brave. Not much known in the Union and therefore would not obtain much confidence or command

much respect either in the community or the army.

5. Major General (by brevet) Anthony Wayne. More active and enterprising than judicious and cautious. No economist it is feared, open to flattery, vain, easily imposed upon and liable to be drawn into scrapes. Too indulgent (the effect perhaps of some of the causes just mentioned) to his officers and men. Whether sober or a little addicted to the bottle, I know not.

6. Major General (by brevet) Weedon. Not supposed to be an officer of much resource, though not deficient of a competent share of understanding, rather addicted to ease and pleasure and no enemy it is said to the bottle, never has had his name brought forward on this account.

7. Major General (by brevet) Hand. A sensible and judicious man, his integrity unimpeached and was esteemed a pretty good officer. But if I recollect rightly not a very active one. He has never been charged with intemperance to my knowledge. His name has rarely been mentioned under the present difficulty of choosing an officer to command but this may in a great measure be owing to his being at a distance.

8. Major General (by brevet) Scott. Brave and means well, but is an officer of inadequate abilities for extensive command—and of report is addicted to drinking.

9. Major General (by brevet) Huntington. Sober, sensible and very discreet. Has never discovered much enterprise, yet no doubt has ever been entertained of his want of spirit or firmness.

10. Brigadier General Wilkinson. Is by brevet senior to those whose names follow. But the appointment to this rank was merely honorary, and as he was but a short time in service, little can be said of his abilities as an officer. He is lively, sensible, pompous and ambitious, but whether sober or not is unknown to me.

11. Brigadier General Gist. Little has been said of his qualifications as a general officer. His activity and attention to duty is somewhat doubtful, though his spirit, I believe, is unimpeached.

12. Brigadier General Irvine. Is sober, tolerably sensible and prudent. It is said he is an economist and supported his authority whilst he was entrusted with a separate command, but I have no recollection of any circumstance that marks him as a decidedly good or indifferent officer.

13. Brigadier General Morgan. Has been fortunate and has met with eclat. Yet there are different opinions with respect to his abilities as an officer. He is accused of using improper means to obtain certificates from the soldiers. It is said he has been (if the case is not so now) intemperate; that he is troubled with a palpitation which often lays him up, and it is not denied that he is illiterate.

14. Brigadier General Williams. Is a sensible man, but not without vanity. No doubt I believe is entertained of his firmness and it is thought he does not want activity, but it is not easy, where there is nothing conspicuous in a character, to pronounce decidedly upon a military man who has always acted under the immediate orders of a superior officer unless he has been seen frequently in action. The discipline, interior economy and police of his corps is the best evidence one can have of his talents in this line, and of this in the case of General Williams I can say nothing; as he was appointed a brigadier after he left the northern to

join the southern army. But a material objection to him is delicate health (if there has been no change in his constitution) for he has gone to the Sweet Springs two or three years successively in such bad health as to afford little hope of his ever returning from them.

15. Brigadier General Rufus Putnam. Possesses a strong mind and is a discreet man. No question has ever been made (that has come to my knowledge) of his want of firmness. In short, there is nothing conspicuous in his character.

16. Brigadier General (by brevet) Pinckney. A colonel since September 16, 1776, but appointed a brigadier by brevet at the close of the war only. In this gentleman many valuable qualities are to be found. He is of unquestioned bravery. Is a man of strict honor, erudition and good sense; and it is said has made tactics a study. But what his spirit for enterprise is, whether active or indolent, or fitted for arrangement, I am unable to say, never having had any opportunity to form a judgment of his talents as a military character. The capture of Charlestown put an end to his military services, but his junior rank and being little known in this part of the Union are the two considerations most opposed to him— particularly the latter as it is more than probable his being a prisoner prevented his promotion, which ought not to be any bar to his ranking as brigadier from the time that others of his standing as a colonel were promoted.

The above and foregoing closes the list of all the general officers who as has been observed from age, want of health, disinclination or peculiar circumstances can be brought into view, from whom to choose an officer to command the troops of the United States."

Chapter Four

Valley Forge

There is a kinship binding Massachusetts and Pennsylvania. The word "kinship" means a great deal. These commonwealths corresponded in 1775, courted in 1776, became engaged the following year, and wed in 1778. Five generations ago, at Valley Forge, soldiers from these united commonwealths drank from the same canteen. There is never a bond like this. "There are bonds of all sorts in this world of ours; fetters of friendship and ties of flowers, and true lovers' knots, I ween. The boy and girl are bound by a kiss, but never was a bond like this: we have drank from the same canteen."

Here the Colonial Revolutionary forces first learned the meaning of the word "comrade."

In the algid winter of 1777-78, at Valley Forge in the Schuykill Valley, Massachusetts and Pennsylvania shared together the blanket of snow, the canopy of ice, the pangs of hunger, the labors, material privations, destitutions, factions of the bivouac, cantonment and subsequent camp. Representatives of the communities respectively founded by William Penn and stern soldiers from the then far off Bay State whose Bradfords chronicled soldiers in both commonwealths, here filled the gap between Saratoga and Monmouth; were hammered, shaped, drilled and disciplined into that unity of action with other Continental troops essential for success at Freehold later.

The history of Valley Forge has never been printed. Its literature only exists in manuscript form.

The fate of the Revolution rested here. Valley Forge was the bloodless, pivotal battle of the Revolution. It

marked the disappearance of the States militia short-term levy.

A majority of the newly assembled troops at Valley Forge were without cohesion, organization or leadership. During the winter of 1777-78 Washington changed all this before six months had lapsed.

Massachusetts was foremost in shaping the thirteen links of the chain now numbering more than thrice that number of states of this nation. These links were inseparably forged on the banks of the Schuykill, the Delaware, the Hudson and the York. Pennsylvania owns two of these rivers. When the "Yankees" came here to join the "Bucktails," they may have been somewhat alien in interests, but the melting pot of Valley Forge resulted in oneness.

Valley Forge did not publish any newspaper. The soldiers had no war correspondent or photographer to chronicle or perpetuate their doings or environments. Washington's army at first was without discipline, experience in concert, money or military supplies. The system of recruiting had led to the appointment of some incompetent officers. Jealousies, a cabal, and disputes combined to still further impair the efficiency of the troops. The materials were discordant at first. There was a lack of coördination between the states and the Continental Congress, which at first lacked unifying force, as well as resources, to back its resolves. Friction was inevitable, and the soldiers suffered in discipline and health. Hunger causes overt acts.

Valley Forge was the melting pot of thirteen colonies. Six months made out of thirteen colonial armies one Continental army. Valley Forge built up, Americanized and created our national, permanent, military establishment.

Valley Forge is the first place where troops from all the thirteen colonies were mobilized for unity and acquaintance; but the camp has never been described by historians in proportion or perspective. A great ideal is the strongest factor in human affairs—but the thought and feeling of the thirteen state forces focalized at Valley Forge, the winter of 1777-78, were not in unison until after the experiences there had. It was the flintlock period. Sparks followed attrition of Northern flint and Southern steel.

There was not in the Continental army any Napoleon, Grant, Sherman, Sheridan or Thomas holding an obscure position to overtop Washington. He built his own ladder, climbed it. Later he refused a crown.

Esprit de corps was at first lacking at Valley Forge. It was not a complex problem. There were two issues. Should the soldiers take orders from their respective states, or from Washington?

The Lexington shot has been heard of around the world and results and causes have been examined with a microscope but historically Valley Forge troops have not been heard of or examined save through the inverted end of a spyglass.

Chapter Five

Some Interesting Revolutionary Anecdotes

Mrs. Harriet L. Buckminster of Keene, N. H., has in her possession the orderly sergeant's book belonging to Joseph Mason, a Revolutionary soldier and her grandfather. The writing is now, after all these years, as legible as a printed page. Under the date of Aug. 12, 1779, the book records that "In Consequence of the Extreme Bad Weather Last Night and this Morning the General Orders one half Jill of Rum to be issued to Every Man in Camp." The owner of

Molly Stark Cannon

the book, Joseph Mason, was a brave soldier at the Battle of Bunker Hill and served for several years during the progress of the war.

The Molly Stark Cannon at New Boston. This cannon is of brass and was cast at Paris, France, in 1747. It was brought to America as a part of the armament of the French army in Canada commanded by General Montcalm, and it was captured at the Battle of Quebec on the Plains of Abraham by the English Army under General James Wolfe.

When General John Burgoyne invaded the Colonies in 1777 the old gun was a part of the field artillery taken along, and when he sent Col. Breymann to the aid of Col. Baum at Bennington on August 16, 1777, the cannon was one of the field artillery guns which accompanied him. When Col. Breymann surrendered to General John Stark at the Battle of Bennington, the gun came into the possession of the American forces.

It was presented by General John Stark to the New Boston Artillery Company, then attached to the Ninth Regiment of the New Hampshire Militia. During the War of 1812, this gun was taken to Detroit, it is claimed, where it formed a part of the defences of that town. At the surrender of Detroit to the British Army by General Hull, the old gun again came into the possession of the British Army.

Taken by them down through Canada, it was again recaptured by the American forces at the Battle of Plattsburg and was sent back after the close of the war to New Hampshire. For many years the towns of New Boston and Goffstown each claimed the gun, but the title rests with the town of New Boston. It is a four pounder and is three and one fourth inch bore.

The following is the inscription on the gun; "Taken at the Battle of Bennington, August 16, 1777. Presented to the New Boston Artillery Company, Ninth Regiment, New Hampshire Militia, by General John Stark."

At the Semi-Centennial Exhibition held in the old Kennard block, in 1896, Mrs. E. P. Richardson, of this city, exhibited a powderhorn which was carried by her grandfather, James Harradon, at the battles of Lexington and Bunker Hill. This horn had attached to it a broken suspender, used as a string to hold it in place at the wearer's side, and was attached to it on that morning in the long ago when James Harradon, a lad of sixteen, secured his father's musket, powderhorn and bulletpouch and left his home without his parents' knowledge, to take part in the battle of Lexington. He afterwards joined the Continental army in Boston, and assisted at the Battle of Bunker Hill.

Harrie M. Young exhibited the sword, scabbard, and flintlock pistol used by General Wilkinson during the Revolutionary War. He served under Arnold in the North, and was at Trenton and Princeton and was appointed by Gates adjutant-general, in 1777. In 1778, he became secretary of the board of war presided over by Gates. He resigned in 1779 in consequence of a quarrel with Gates, but was soon appointed clothier-general of the army. In 1791, he was appointed to the United States Infantry and led an expedition against the Wabash Indians. He was in command of Wayne's right at Maumee Rapids and was appointed general-in-chief in 1796. He was governor of Louisiana in 1805-06, given command of the Mississippi department in 1808, three years later he was court-martialed, but acquitted of complicity with Aaron Burr and of being

in the pay of Spain. In 1813, he was made a major-general and sent north. His campaign was unsuccessful, mainly on account of Hampton's disagreement with him, and he was superseded. A court of inquiry exonerated him in 1815. The same year he was discharged from the army then being reorganized. The rest of his life was spent in Mexico.

These relics of Gen. Wilkinson were lost in the Kennard fire, they being in the collection of the Manchester Institute of Arts and Sciences at that time.

At the time John Stark was organizing his expedition to go against Burgoyne and which resulted, as is well known, in the battle of Bennington, the news of the expedition was carried to Concord, N. H., by one Col. Hutchins. He arrived there upon a Sunday afternoon before the close of public service. He dismounted at the door of the meetinghouse and walked up the aisle of the church while Mr. Walker, the minister, was preaching his sermon. The reverend gentleman paused, asking if Col. Hutchins was the bearer of any message? "Yes," replied the Colonel. "General Burgoyne, with his army, is on his march to Albany. Gen. Stark has offered to take command of New Hampshire men and if we all turn out, we can cut off Burgoyne's march." "My hearers," said Mr. Walker, "those of you who are willing to go, better leave at once." All of the men immediately went out and many of them enlisted on the spot. All night was devoted to preparation and a company was ready to march the next morning. Two of the men pleaded the want of shoes as a reason why they could not go, but these were made before morning by Samuel Thompson, a shoemaker.

Harum scarum "Mad Anthony" Wayne—idolized by American schoolboys for his picturesque recklessness—was also a stickler for clean shaves and insisted that his troops have their hair "oiled, plaited and powdered!"

The impetuous hero of Stony Point even threatened to punish his Revolutionary War soldiers as severely for neglecting to visit the barber as for neglecting their firearms, according to a copy of one of his old post orders.

Dated "Sandy Beach, July 15, 1779," this reads—

"A barber having been provided for each company for the purpose of shaving the soldiers and dressing their hair, who is allowed four pence per man per week, out of his wages, and this barber's services not having been taken proper advantage of, the commanding officer announces that he is determined to punish every man who comes on parade with a long beard, or slovenly hair, as severely as for neglect of his arms.

"The commander regrets the necessity of repeating his orders about attendance upon the barber, and having to add more stringent penalties for infringement; but men must at all times be clean and fit for service. Therefore, henceforth officers will, on their separate responsibilities consider it their duty to see that those soldiers in their respective commands appear always washed, shaved, and their hair oiled, plaited and powdered.

"ANTHONY WAYNE
"Commanding."

Small Woodworking Industries Needed in New Hampshire

DURING the Farmers' and Homemakers' week at the University of New Hampshire Fred E. Batcheller of Marlboro, manufacturer of bird houses, gave an extremely interesting and illuminating address upon the subject of "The Need of Small Wood Using Industries in New Hampshire." The address was delivered upon invitation of Director Kendall of the extension service of the university, following a visit of one of the foresters of the college to the Batcheller plant. Mr. Batcheller spoke as follows:

In the timbered sections of our state every town or hamlet, no matter how small, should have its own woodworking plant.

Judging from figures shown in a recent report of the Forestry commission, exclusive of the ordinary sawmill getting out boards, plank or dimension lumber there are, or were when the report was printed, some 256 mills in the state getting out 51 different lines of articles made of wood.

The number in each line of endeavor vary from 51 making wooden boxes to 1 making wooden backs for cattle cards.

Hillsboro county leads with 17 communities who have woodworking industries while Sullivan county has but four.

Keene leads the state with 22 woodworking plants.

In the Hillsboro district made up of Windsor, Washington, Deering and Hillsboro, there were shipped by rail in 1926, some eight million feet of lumber, of this only 200,000 was manufactured.

At one time there were some 20 waterpower mills in operation in this district. At the present time the writer knows of none.

But I must not weary you with statistics. I have in mind the traveling man who put up at a Kansas City hotel, when he retired to his room he found the following notice posted—

"This hotel is fully equipped with automatic sprinklers. Statistics show that loss of life has never occurred in a hotel provided with sprinklers. In case of fire you may get wet, but not burned."

Beneath this statement some inspired traveler had written:

"Now I lay me down to sleep,
Statistics guard my slumber deep;
And should I die I'm not concerned—
I may get wet, but I won't get
burned."

The first clothespins are said to have been made in Rindge by a Methodist minister (in self-defense) whose wife was constantly calling on him "washing day" to go out and pick up the clothes that had blown off the line. At one time New Hampshire made all the clothespins, Rindge, Windsor, Hillsboro and Hancock and possibly some other towns having their own factories.

Now she makes less than one-tenth of those consumed or exported. Michigan, Pennsylvania and Ohio make most of them.

Both New Hampshire and Vermont claim the distinction of making the original wooden spoon, but at any rate the first machinery for making such was originated by George Blake at West Rindge in 1850 and for a time New Hampshire made all there were used.

Now there is but one factory in the state and that at Marlboro turning out some 60,000 annually. While a few spoons are also made in Maine and Vermont, the great bulk are now made in the middle west.

The so-called "Dutch" spoon is imported from Germany with the low duty of 33 1-3 per cent ad valorem giving them an opportunity of competing quite successfully with the domestic made article.

In the town of Marlboro where we are at present located there were, I am told, at one time a dozen or more small woodworking shops, where at the present time there are but three.

What I have said of Hillsboro and Marlboro is true of other towns, at any rate throughout our section of the state.

While you are probably ready to tell me that owing to the extreme cutting off of our forests the streams are drying up and there is not the same flow as there used to be. I will admit that in a certain degree. Still there are in many of the towns and hamlets in the state abandoned or seldom used water powers often with a mill building which could be made available for the small community plant at a slight cost.

If water is not available at all seasons of the year a small boiler and engine to tide over the dry summer months could be purchased and operated using your own waste for fuel at a small cost, and in this manner afford employment for a dozen or more persons practically all the year around.

This would in a measure afford the solution of the problem of how to keep our young people at home and at this time I need not mention to you the added advantage of the distribution of a pay roll of $200 to $300 per week in the community.

While the facts are probably known to most of you, it may not be inappropriate to quote from the Forestry Commission: "While in 1907 there was a cut of 754 million feet, there was a decided decrease in the number of forest industries due to the abandonment of many water mills and combination of some smaller units with larger ones.

"From 1907 there has been a fairly steady decline up to the present time.

"In 1923 there were 225 woodworking industries exclusive of those using wood pulp, 2-3 of them located in southern New Hampshire.

"There is a wide variety of wooden products and novelties much in demand today. An examination of the industries using wood in the various New England states is both interesting and enlightening. New Hampshire does not yet begin to make use of its possibilities in the direction of manufacturing wooden articles. The development of the wood industry business is important because it makes a wide variety of woods marketable and creates industrial prosperity in rural communities which would otherwise have little to do. We should strive to increase the number of our small wood using plants especially those using hardwoods and encourage every manufacturer of boxes to develop such other forms of container as the market can take care of, the raw material for which is generally available nearby, and if possible without losing the trade formerly enjoyed."

In the past much time and money has been spent, and properly so, in the development of our textile industry, and but little or none in aiding the woodworking lines, so vital to the life and well being of the smaller communities in our commonwealth.

I am afraid that you have regarded my talk as rather a rambling disjointed story. But if you will bear with me for

a few minutes longer I will endeavor to briefly sum up the past, touch upon the present and draw a picture of what the future may be if you will.

The Past

The past.—In 1880 Windsor was a brisk little hill town of a few hundred souls with a clothespin factory, several saw mills, a good country store, a church and a town house. In fact a place to point to with pride.

Nelson, the old hill town, with a population of 400, was an energetic community, it had its church and town house, three district schools, several small mills, and a country store which catered to the folk for a good many miles round about. Ainsworth Nims, the proprietor, is said to have distributed the Panama to many of his customers throughout the country and they wove them into Panama hats, taking pay in the typical West India goods and groceries.

In the little Massachusetts village where I was born and lived as a boy there were 15 or 20 little shops with usually six or eight men in each, finishing shoes which had been brought from Lynn the shoe town. On Saturday afternoons and Sunday mornings the proprietor of the little shop cut your hair for 15 cents, the finishing touches on the neck being done with the aid of a saucer.

The Present

The present.—Windsor today is not on the map, theoretically. The site of the town is now a blackberry thicket, the buildings have rotted away, the roads have grown up to brush and forest trees. There are now but 14 voters in town. Joe Nelson is chairman of the board of selectmen, and the principal town offices are filled by members of his family. The town has a representation in the legislature once in 13 years.

Nelson today, as far as the hill town is concerned, is a thing of the past. Some of the old buildings remain there, but the business end of the town is at Munsonville on Granite lake. Here is located a mill, church and general store. There is in the town one other mill used for sawing lumber in the winter months.

In the little Massachusetts village to which I have alluded not one of the little shoe shops remain.

The foregoing are typical illustrations of the history of many a country town.

The Future

The future.—You have probably read, as I did, the deliberations of the fourth New England Conference at Portland, Maine.

To my mind Mr. Forbes sounded an important note, when he warned against over-emphasis on the "recreation end" and stressed the importance of advertising New England products.

I advocated this as far back as 1925 in a very brief talk before the New Hampshire Manufacturers' Association at Manchester.

Will Rogers in his dispatch to the *Boston Globe* a few days ago says of Mussolini:

"He solved the farm relief problem the other day in one command. 'Raise more grain, and not so many grapes, wine is all right, but have some biscuits to go with it. Then you can tell the rest of the world what to do.'"

So we here in New Hampshire may make here at home more articles out of wood and send less raw material to market.

Many communities might follow the example of the young man at Chester. He was a typical, ingenious Yankee. He was poor, his parents were not well, he could not leave home, they needed him. With an old corn barn, a cast-off gasoline engine and rough, crude machinery

fashioned with his own hands he makes tongue depressers by the million for a New York concern.

The Beng, Chase Co., of Derry village make plant labels of wood which because of their excellence are known from the Atlantic to the Pacific. He has quite a sizable business. His grandfather started the business in a small way, at first performing all the duties himself.

Many people feel that the growth of great business corporations is driving the "little fellows," as they call them, out of business, and yet as we go about the country we find many small workshops which seem to be doing business right along.

Someone gets an idea of an improvement in some product. An improved article will always sell, if offered at a fair price, year after year.

The country is full of men and women who have such ideas and many will market them.

The question may be raised that while mills and power might be available in small communities it might not be possible to secure business for them. During the year just passed some 50 or more inquiries or requests, all of them from outside the state, for prices on articles made of wood and not in our line, were received and turned over by us to mills making the particular lines asked for.

The Answer

Lines written on top of Mt. Washington.

SUEN COLLINS

Upon this summit
I would lie—
My face upturned
To the blue sky—
With hands serene,
Crossed on my breast,
And every nerve
At last at rest.

And if, perchance,
While still I lie,
My spirit should take wings
And fly,
One would not call that flight,
"To die";
But just the way that
Truth and I
Might solve the eternal
"How" and "Why".

New Hampshire Men and Matters

Recollections of a Busy Life

HENRY H. METCALF

Chapter Seven

LEAVING old Dover, whether for its good or our own was and is a question, we removed with our family and household belongings to Concord, where we had previously spent four years in newspaper work, and had many acquaintances and some friends, hoping to find something to do, to "keep the wolf from the door." We took with us also the Granite Monthly magazine, then in its third volume, continuing there its publication, and soon interesting one John N. McClintock in the enterprise, who did considerable traveling in promoting its circulation and proved of material assistance. We also engaged as editorial writer for *The People* newspaper, still published by the Pearson Company, continuing in both lines of work until November of that year (1879) when Stilson Hutchins of Washington, D. C., bought the *Manchester Union* of Campbell and Hanscom, and commenced the publication of a morning edition of the paper.

Mr. Hutchins, who was a native of Whitefield, N. H., had gone west in youth, first to Iowa, and later to St. Louis, Mo., where he had engaged in journalism and politics as a Democrat, and occupied a seat in the Missouri legislature for a time, removing thence to Washington, D. C., where he established the *Washington Post*. He associated with himself in this enterprise one John H. Reidell of Boston, a young law student, who had some money, and Dr. Joseph C. Moore, a Lake Village physician with political aspirations; but he remained the guiding force in the enterprise and his purpose was to take the lead in New Hampshire journalism, and put new life into the Democratic party in the state.

Having heard something about me, from some source or other, when looking about for some one to take editorial charge of the paper, he sent for me for a conference, and the result was that I was engaged for the position, and immediately commenced work, disposing of the Granite Monthly to Mr. McClintock and removing my family to Manchester, where we found quarters in a house on Amherst street owned or controlled by Hon. Charles R. Morrison, a prominent lawyer, formerly of Grafton county bar.

Mr. Hutchins had brought on from Washington a young man, named Henry L. West, who was in his employ there, to take charge of the news department, but he did not remain long, and was succeeded by another man, also named West, who remained some years. Mr. Reidell came into the office and was established in charge of the state news department. Edgar J. Knowlton, later postmaster and mayor of the city, and long time correspondent of the *Boston Globe*, was city editor, and John B. Mills, who had been admitted to the bar, was a reporter.

The enterprise was promptly launched,

and New Hampshire was furnished with its first morning daily. Arrangements were soon made for its delivery in north country towns, by means of a special combination engine and car, which was run up over the Concord and Montreal railroad in the early morning, and operated not only as a means for early delivery of the paper, but also as an effective advertisement of the enterprise of the company.

I remained an editor of the paper for two years, during which time the national political campaign of 1880 was fought out, with Garfield and Hancock as the respective leaders, and during which, as some men now living will remember, Gen. Hancock declared that the tariff was a "local issue," which idea was somewhat ridiculed at the time, but is found to be pretty nearly correct, in view of recent developments.

During my incumbency as editor an agricultural department of the paper was established, for which the services of George R. Drake, now and for a long time past, secretary of the New Hampshire state grange, were engaged as editor; also a household department, with Mrs. Lydia A. Scott in charge. Mrs. Scott had been prominent in club life as one of the founders and active members of the Shakespeare club of Manchester, one of the first woman's clubs in the state, and in the work of the Woman's Relief Corps, and was later on the staff of the national president, Mrs. John A. Logan. At last accounts she was still living, at Floral Park, Long Island, with her daughter, Mrs. Edward M. Swasey.

While at Concord, in 1879, I had attended with my family the Universalist church, which was no longer functioning as a political party annex, as it had been at the time of my previous residence there, but was a genuine religious institution, in charge of Rev. E. L. Conger, who, however, soon left and became the business manager of Lombard university in Illinois, then a promising Universalist institution, but which subsequently fell into a decline and was gathered up practically by the Unitarians. From here he went to California and became pastor of the Universalist church at Pasadena, but died some years since.

On removing to Manchester we found a church home at the Lowell street Universalist church, where Rev. Luther F. McKinney, who had been local correspondent at Newfields of our Dover paper had just become pastor. Mr. McKinney was a strong preacher, with a powerful resonant voice and striking personality. He was a native of Ohio, and served in an Ohio regiment in the Union army in the Civil War. He continued in the pastorate here for several years but finally went into politics as a Democrat, was twice elected to congress and was appointed U. S. Minister to Columbia by President Cleveland in 1893, serving four years in that position. He was also at one time, the Democratic candidate for governor of the state, and was very prominent in the fraternity of Odd Fellows. He died several years ago, while a resident of Maine, where he had also been active in Democratic politics, and at one time a candidate for congress against the famous "Tom" Reed. He had two sons, the oldest of whom, Frank McKinney, now a prominent lawyer in New York city, is a graduate of St. Lawrence university, where he was a classmate of Owen D. Young.

Living in Manchester at this time, as a near neighbor to Mr. McKinney was the Rev. O. S. Baketel, who was for a long time prominent in the New Hampshire Methodist Conference, and subse-

quently removed to New York. Another prominent Methodist clergyman, Rev. A. E. Drew, with whom we had become acquainted while in Littleton, was stationed in Manchester while we were there. But the outstanding preacher of the city at that time was the Rev. William Wayne Leavell, pastor of the First Baptist church, who was not only a pulpit orator of the first class, but a man of striking personality, over six feet in height, splendidly built, and most gracious in manner. He was a southerner by birth and breeding, and was a son-in-law of Senator George of Mississippi. He soon left Manchester and returned south.

Among the lawyers of Manchester at this time, Daniel Clark, who had been United States district judge as well as United States senator and president pro tem of the senate, stood preëminent, but was about retiring from practice. The firm of Morrison, Stanley and Clark, composed of George W. Morrison, Clinton W. Stanley and Lewis W. Clark, was conspicuous. Mr. Morrison, who had been a Democratic congressman, was no longer in practice, but had long been Judge Daniel Clark's chief antagonist at the bar. Both Stanley and Lewis W. Clark later became judges in the state court, Mr. Clark having been previously attorney-general. Cyrus A. Sulloway, known as the "Tall Pine of the Merrimack," who was later for many years a member of congress, was just getting into successful practice, and had as partner Elijah M. Topliff, who was subsequently chairman of the Republican state committee. Our acquaintance among the lawyers of the city was not very extended, but we knew John L. Bickford, who is still in practice there, though nearly ninety years of age; but our most intimate legal acquaintance was William Little, native and historian of the town of Warren, and later author of the history of Weare, who had a very successful office practice, though not largely appearing in court. Mr. Little was an enthusiastic mountaineer, and in his company, at one time or another, we have visited many New Hampshire mountains, more notably Moosilauke, under whose shadow he was born and reared. We have a very distinct recollection of a trip to Moosilauke we once took with him, going up on foot through the Pemigewassett Valley, through the town of Woodstock, in one section of which, through which we passed, then entirely grown up to forest, there had been a school district with over 40 scholars, where Mr. Little had taught school in his youth. This was on the "back way" route to Moosilauke, and more romantic than the ordinary route up the carriage road from Warren which we have traveled many times. But not matter how approached, the view from the summit is the same—the most magnificent in New England—surpassing by far, in beauty and variety, that from Mount Washington.

Another Manchester man, who had been admitted to the bar late in life after a distinguished career as a teacher in Massachusetts, with whom we became intimately acquainted was Josiah G. Dearborn, a native of the town of Weare, who had been state treasurer under the administration of Governor Weston, and was postmaster of Manchester under President Cleveland's last administration. He, also, was something of a mountaineer and accompanied Mr. Little and myself on some of our expeditions. One of the most notable of these was taken late one autumn season, when Mr. Little, Mr. Dearborn,—the late Judge John M. Mitchell of Concord and my-

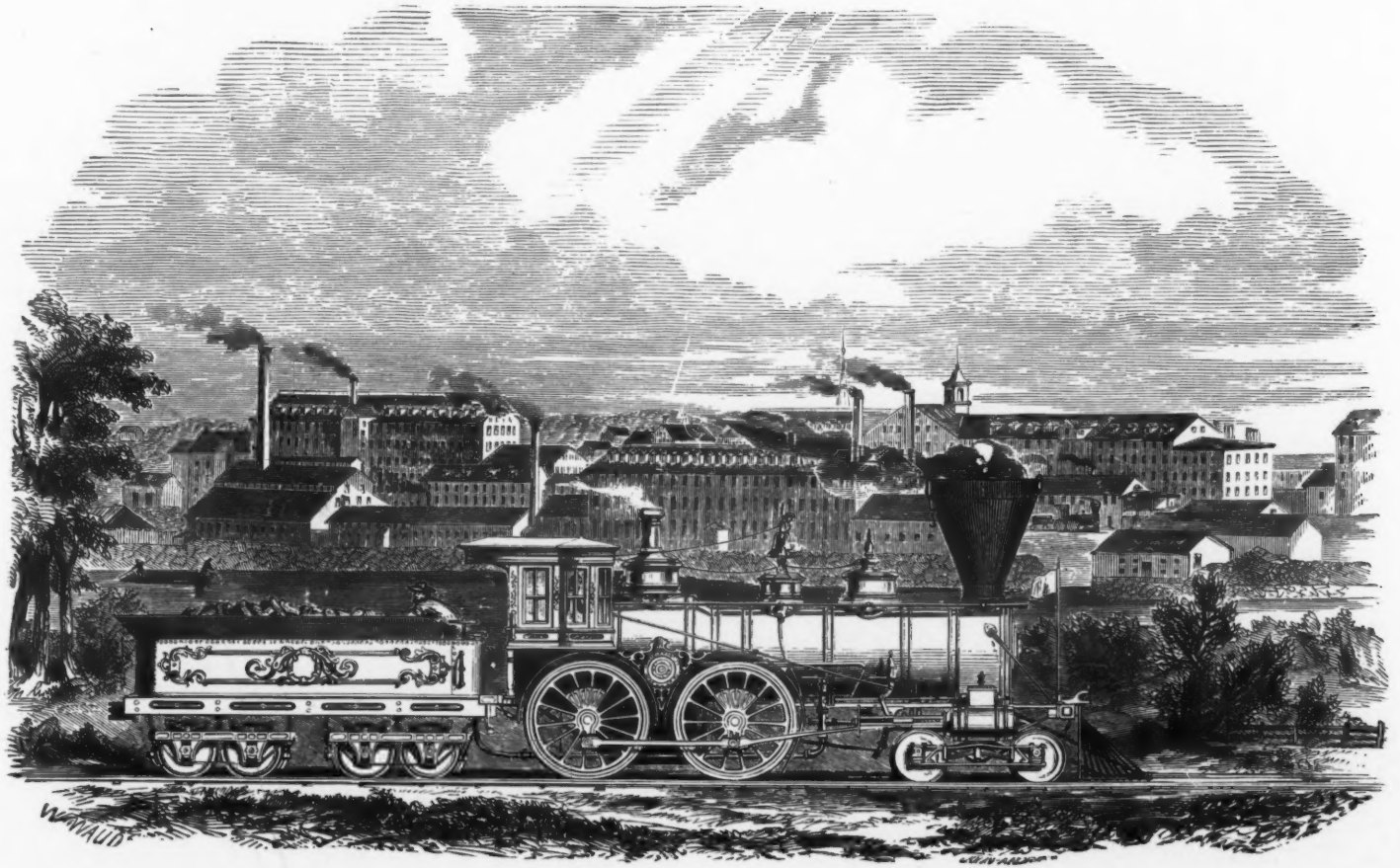
self, visited Mr. Cardigan in the town of Orange, going up to Canaan by train, and out to the "New Jerusalem" hotel, near the base of the mountain, where we stopped over night, and made an early morning trip to the summit overlooking Newfound lake, and a wide range of territory in central New Hampshire. It was a delightful view, but not so interesting as that which we obtained from Kearsarge, which we stopped off to visit on the way down, making two notable mountain ascents in the same day —a feat not often accomplished. Well, our mountain climbing companions have all "passed on," and may be ascending grander heights in the world beyond the stars, while we still cumber the earth!

Late in 1881, Mr. Hutchins retired from the control of the *Union*, turning the same over to Dr. J. C. Moore, who nourished both political and financial aspirations, and thought to promote the same by newspaper connection. His first step was to dispense with my services as editor, and nominally assume the position himself, though he was no writer, but could hire some one whose identity could be concealed, which he proceeded to do. He cut a "wide swath" in the journalistic world for some time, got his paper and himself into financial difficulties, and finally landed in the state prison at Concord, where he remained for some time, but finally played sick and got pardoned out, returning home to Lake Village, where he remained in obscurity for a while and finally died.

Left again without a job and a family to support, I started a weekly paper, called *New Hampshire*, to be devoted entirely to business and industrial interests, but after a few issues I found it likely to be a failure, and, upon the advice of Col. John B. Clarke of the *Manchester Mirror*, discontinued the publication and turned the list over to the GRANITE MONTHLY, then in the hands of John N. McClintock, to whom I had sold it on my removal to Manchester in the fall of 1871.

Fortunately for me, about this time Col. Charles C. Pearson of the *People and Patriot* at Concord, was having trouble about getting an editor for that paper, Mr. L. B. Brown, who had been serving in that capacity, having finally failed him; and, hearing of my non-employment, sought an interview with me at the station in Manchester, and the result was that I was engaged as the editor of that paper, at a better salary than I had before received, and soon found myself and family back in the capital city, in a position that I was destined to occupy, with some measure of success, at least, for a term of ten years.

(To be continued)



Old Amoskeag Big Shop From the West Side of Merrimack River in 1850.

The Old Amoskeag Machine Shop

CONTRIBUTED

Chapter One

Locomotives, Guns and Steam Fire Engines Built There

HOW many recollections come to the minds of the old timers when something is said about the "old big shop." It can be said with truth and without fear of contradiction that there was an immense amount of romance connected with the story of the Amoskeag Machine Shop in its earlier years, when the manufacture of locomotives, guns, steam fire engines and many other important kinds of machinery was carried on there.

The need of a shop where the Amoskeag Company could do their own repairing, as well as making new machinery had been apparent from the beginning. In 1840, simultaneously with the building of their first mill on the east side of the Merrimack river, the Company erected a machine shop for new work and repairing. This building, which was 256 feet in length, 36 feet in width and three stories high was located upon a section of the lower canal. It had a blacksmith shop at the north end of it which measured 125 feet long by 36 feet wide.

William A. Burke was appointed agent and held this position until 1847 when he resigned and went to Lowell, Mass. This position was then taken by Oliver W. Bayley who held the place until 1855, then going to the Manchester Locomotive Works as agent. He was succeeded by Cyrus W. Baldwin who remained at the head of it until it was placed under the supervision of Hon. E. A. Straw.

Orders for machinery came in very rapidly upon the completion of this first shop and soon the need of a foundry became very apparent, it having been necessary to send to Chelmsford, Mass., for all the castings. So in 1842, the Company constructed a foundry north of the machine shop. Within four years this building became insufficient to meet the demands and in 1848 what was known as the "new foundry" was built, 120 feet long by 80 feet wide and one story in height. This was larger than the original building and was constructed along improved lines.

This same year a new machine shop was also built, being 256 feet long, 40 feet wide and three stories in height. This was erected a little to the west of the other building and the two shops connected by a bridge. This building was known as the "old back shop" and was built on the bank of the river. A blacksmith shop was erected at the north of this building which measured 64 feet long by 40 feet wide. During this period it is stated, each mill had its own repair department.

In 1853, a description of the shop was printed, written by one John C. Moore. In the course of this article he said: "The machine shop of the Amoskeag Company, unpretending in appearance and entirely out of sight of all passers-by and others even, unless led to enter the yard upon business or from curiosity, formerly attracted little attention, as being merely an appendage to the company's factory operations. Yet it has ever been an establishment of importance, using immense quantities of raw material, turning out a great amount of

machinery and giving employment to a large number of workmen and now under the judicious management of Oliver W. Bayley, Esq., its agent, it has not only become a most important part of the Amoskeag Company's establishment but has gained a worldwide reputation for the excellence of its machinery.

"The old machine shop, built in 1840, answered all the purposes of the Company until 1848 when they built another machine shop and foundry, now known as the 'New Machine Shop' and 'New Foundry.' This machine shop is 260 feet in length, 40 feet in width and three stories in height; and the foundry is 120 feet in length, 80 feet in width and one story in height. At this time the Company commenced the manufacture of locomotives,—and the experiment succeeding beyond expectation they have from time to time, extended their works; adding a 'Boiler Shop' in 1852, 200 feet in length and 40 feet in width; a 'Tank Shop' 200 feet in length and 25 feet in width; a 'Forge Shop' 200 feet in length and 36 feet in width; a 'Paint Shop' 84 feet in length and 40 feet in width, all one story in height; a fire proof 'Pattern House' 100 feet in length, 30 feet in width and three stories in height, and a 'Store House' and 'Setting Up Shop,' 250 feet in length, 80 feet in width, a part two stories in height and a part one story in height.

"There is consumed at the works every year 2000 tons of pig iron, 800 tons of bar iron and steel, 100 tons of copper, 40 tons of brass castings, 250 tons of boiler iron, 600 tons of Lehigh coal, 600 tons of Cumberland (English) coal, 4000 bushels of charcoal, 4000 gallons of oil and 700 cords of wood. The average sum paid as wages per month is $12,000 which among the workmen is distributed at the rates of from $40 to $75 per month. Some men average more than the latter sum.

"After taking a hasty look at the iron and copper stores and at the outworks connected with the main buildings in which lay the materials of their internal strength I next was introduced into the moulding and smelting department. Some heavy castings were under preparatory arrangement and the furnaces were puffing forth their volumes of heat which escaped from the boiling metallic masses in their bosoms. Two castings take place in one day—turning out car wheels, cylinders, bars and blocks of heavy proportions, besides the miscellanea which are furnished to order—some of them of very considerable specific gravity.

"From thence I went to the boiler and tank shop. Here the boilers and locomotive tenders are made. It happened to be the 'day after the fair' when I paid my visit, on which account I am constrained to be thankful; for the cyclopean din was great enough, with but a few at work, to satisfy me of the truth of the comparative saying—'as noisy as a boiler maker.' I stood the hammering in of one rivet like a martyr, and left, counting on my way back to the more peaceable regions, some ten or twelve tenders in various stages of finish, besides the furnaces and boilers of as many locomotives."

In the illustration presented herewith, one gets a very clear idea of how the various buildings looked. The one in the right foreground with the tall chimney is the so-called "new foundry." The large three and one-half story building at the left is the pattern house. Just to the west of this is the annealing furnace. To the south of the foundry is seen a row of buildings with some chim-

neys. This was one of the blacksmith shops and in one of those buildings was the gun barrel rolling room during the Civil war.

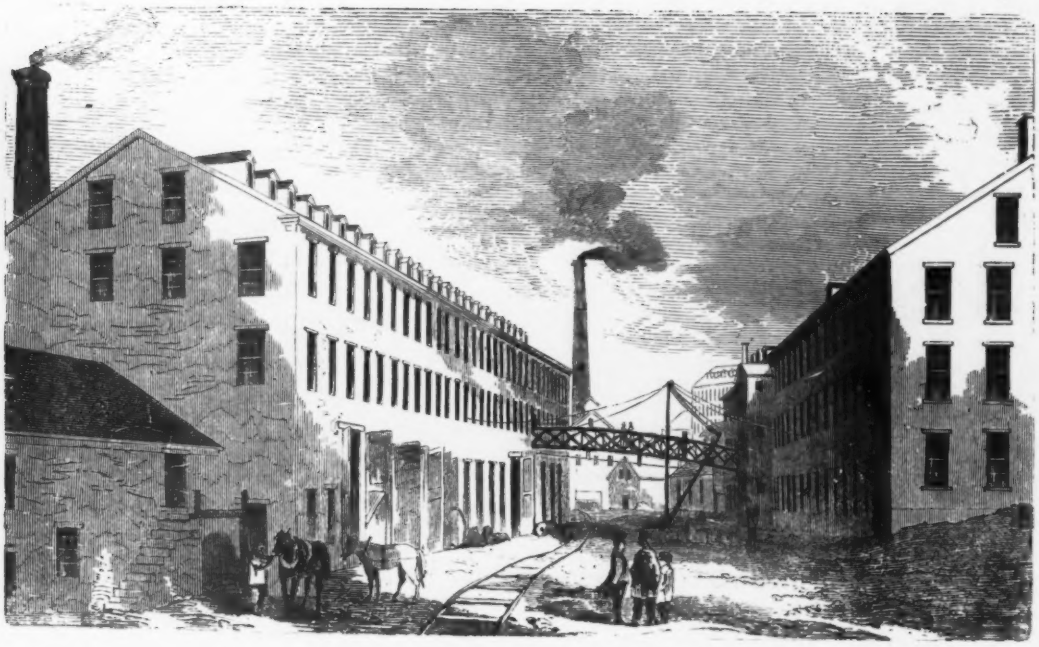
Directly to the east of this is shown the main blacksmith shop. Then in the center of the picture is shown the two main shop buildings with their connecting bridge. Beyond these and still further to the south is shown the north wing of No. 7 mill on the central division and just beyond is old No. 5 mill. It should be noted how the river swings in toward the "old back shop." The land upon which No. 9 mill on the central division stands is mostly made land, secured by filling in the river, as is the land where the river dye house stands. The east line of piers in No. 9 mill basement is set upon the west foundation wall of the "old back shop." This will serve to give anyone some idea of the amount of reclaimed land. This view was made about 1870.

The machine shop at this time presented a very unpretending picture compared with the neighboring premises—the Stark and Amoskeag mills—between and in the rear of which it stood, looking more like a series of adjunctive buildings than an independent establishment, so humble and quiet did it seem, seen from the opposite side of the river. Yet it had an infinity of productive media within its walls, the machinery and tools alone costing over $300,000.

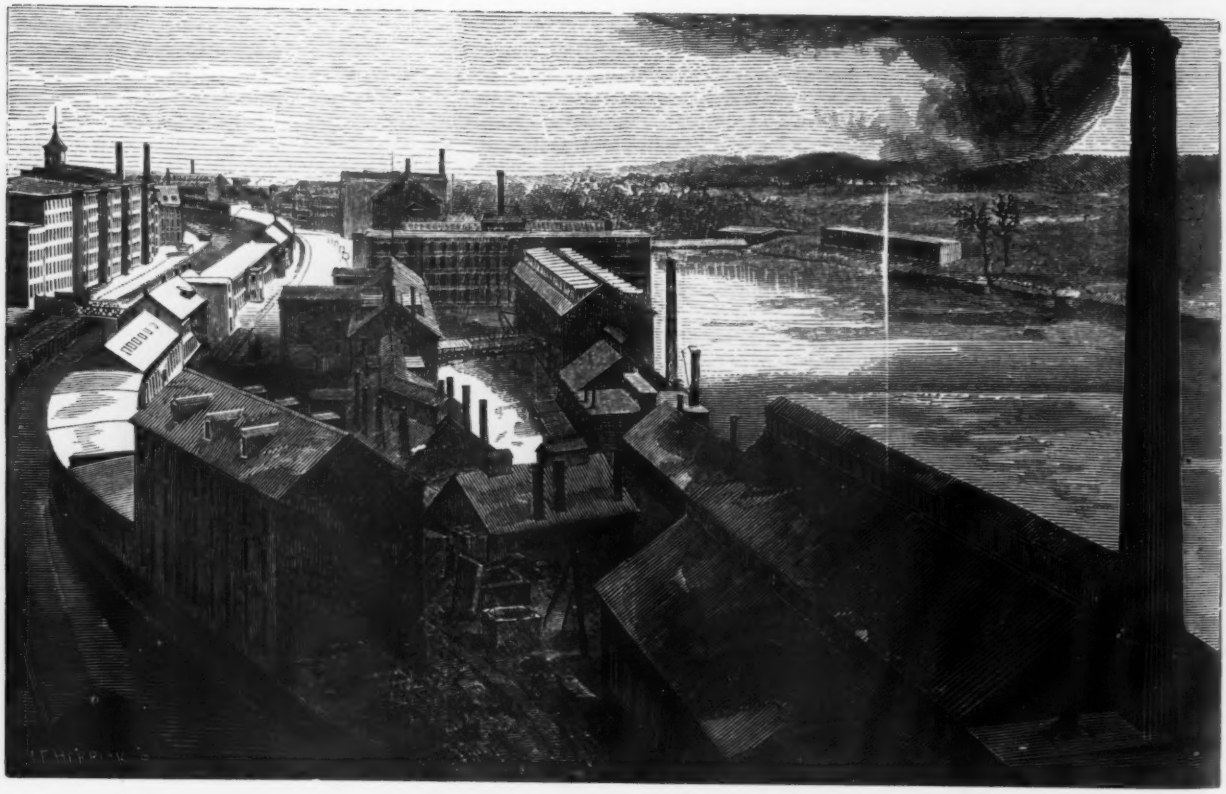
A large proportion of the hands employed in the shop were engaged in the construction of cotton carding machines and other machinery connected with the cotton industry. Here one man who visited the plant in 1853 said he saw "many men at work, like mere automatons, feeding the various machines which produce the several portions of the power loom, the carding apparatus and other minutiae of cotton machinery, with their supplies of wood, iron, brass or copper and laboring as easily as the clerk at his desk or the author in his study, but with this distinction, the mechanic was not doling out his most intense mental energy in proportion to the amount of his work. Were it so required human nature could not long meet the drain which the demands of manufacturing progress would entail upon it."

Another activity carried on in the old "big shop" was the manufacture of turbine water wheels. These were made from a capacity of thirty up to one thousand horse power. Cotton machinery was made here every year sufficient to equip a mill of at least twenty thousand spindles. Carpet machinery was also built here. In 1844, N. S. Bean went to the Amoskeag Machine Shop under William A. Burke and was employed especially in the building of Jacquard carpet looms. He later went to Lowell, Mass., and set up some of this machinery for the Lowell Manufacturing Company.

The two large cranes in the rear of the present central division machine shop are the same ones which were used at the old "big shop." They have been repaired from time to time and are kept constantly in use. In 1857 the machine shop and foundry kept about 800 hands busy. This force fluctuated, the great panic of the late fall of 1857 hitting so badly that the force at the shop was cut down to only fifty men. In those early days the apprentice system was in use in the shop. If a young man wished to learn the business, he became an apprentice for three years. For the first year his pay was fifty cents per day, the second year it was sixty-six and two-thirds cents per day and the last year he was drawing the large salary of eighty-three and one-third cents per day.



Old Amoskeag Big Shop in 1856



Old Amoskeag Big Shop in 1875

In 1863, the McKay sewing machine was perfected, and the "medium horn," upon which the shoe was placed while being stitched, was brought to a successful use by a man by the name of Mathes. This invention made these machines very popular and from 600 to 800 of them were built in the old shop. With one of these machines a shoe could be completely stitched in a few seconds. Ruggles printing presses were also built in the shop here.

Chapter Two

Steam Fire Engine Building

In 1857, the late Nathaniel S. Bean was working as a locomotive machinist in the Lawrence, Mass., machine shop. There were then in that city, a number of old-time hand tub fire engine companies. Being somewhat interested in fire matters, Mr. Bean became a member of one of the companies there.

Having thought and pondered over the subject for some time, Mr. Bean felt that a better means of fire fighting could be found and he wondered if steam could not be used advantageously to that end. Communicating his ideas to one Thomas Scott, a fellow mechanic of considerable ingenuity, together they managed to construct in the winter of 1857 and 1858, the first steam fire engine ever built in New England, which they named the "Lawrence."

The machinery was nowhere in sight as it was encased in wood, which covered the working parts completely except the balance wheels. It had a running board similar to a locomotive that went from the boiler straight around the frame, for the engineer to walk on. The machine weighed about four tons.

This machine was sent to Boston where it took part in a great test on Boston Common on August 31 and September 1, 1858, competing with three other engines. They were the Reamie and Neafie, of Philadelphia, Pa.; the G. M. Bird, of East Boston; and the Hinckley and Drury, of Boston. The Bean machine was superior in its boiler and pump, but in the general arrangement the Philadelphia machine was the better. The Bean machine was awarded the second prize of $300.00, the first prize going to the machine from Philadelphia. Boston finally purchased the Bean machine for $3,500.00.

This machine was in active service until 1862, when it was discarded. It was afterwards sold to the Norway Iron Works, of South Boston, and was used for pumping purposes, but was finally broken up. It can be said with truth that neither Mr. Bean nor his companion had ever seen any early engine of this kind and they worked entirely on their own ideas.

In 1859 Mr. Bean came to this city and entered the employ of the Amoskeag Manufacturing Company in the old "big shop" where he designed and built the first two Amoskeag steam fire engines, known as the Amoskeag No. 1, and the "Machigonne." The first engine, Amoskeag No. 1, was of what might be termed the mongrel type. It was tested on July 4, 1859, raising steam and playing two streams to the height of 203 feet in seven minutes from the time of lighting the fire.

This engine was later purchased by the city of Manchester at a cost of $2000. It continued in service until October, 1876, when it was replaced by a new engine, and the old one was sold to a lumber company in Canada. This first engine was a rotary pump engine, that is, instead of having a plunger pump as the later Amoskeag engine did it was equipped with a rotary apparatus which

threw water by centrifugal force. The pump always had to be primed and this was the cause of more or less delay.

The advent of Amoskeag No. 1 caused a most profound stir in fire department circles. The conservatives held to the old hand machines and looked upon the steamer as a useless innovation. They prophesied all sorts of failure for it and hailed the first alarm of fire as an opportunity to show the overshadowing merits of the hand tub. The first alarm called the apparatus down in the vicinity of the locomotive works.

An immense crowd turned out to witness the test. Of course there could be but one result and the "new innovation" was hauled back to its quarters an easy winner. It had been said that there was a conspiracy on that night to push the newfangled machine into the canal, but many such traditions have come down to the present day.

Mr. Bean then entered upon the superintendence of the manufacture of these engines as a part of the regular product of the Amoskeag Manufacturing Company. Up to 1860 ten of these rotary engines had been built and sold to various cities and in the year 1865, one more was turned out of the shops and sold to the city of Fall River, Mass.

Some time previous to 1860, Mr. Bean had designed his famous piston pump, sometimes called a plunger pump, and this design was first applied to the eleventh engine built, known as the "Fire King" No. 2 and sold to the city of Manchester, in 1860. This style of pump was to overcome the unremediable defects of the rotary pump. It was a double engine as to steam cylinders and piston pumps.

The Amoskeag Manufacturing Company then caused to be issued in Mr. Bean's name, letters patent on this pump and for more than fifty years this pump, although made in many forms to meet particular circumstances, retained to the end all the essential features designed by Mr. Bean.

Lighter engines being desired by some cities, this was followed by the "Single Round Tank" engine, the first of which was sold to the city of Troy, N. Y., in 1859; and still later the famous "Single U-Tank" engine, the first of which was delivered to the city of Manchester, in 1860, under the name of "E. W. Harrington, No. 3." A still lighter engine being desired the third class "Single Harp Tank" engine was designed, made and delivered to the city of New York, in 1861.

This latter engine created such a favorable impression in New York that an engine of the same general style but larger was demanded, and this led to the building of the second class "Single Harp Tank" engine, the first of this style being delivered to the city of Hartford, Conn., in 1861. The next style was known as a first class "Single Harp Tank" engine, the first of this style going to the city of Concord, in 1862.

This was followed by another style known as the second class "Double Straight Frame" engine, the first one of this style going to New York City, in 1866. These engines had one defect however and that was the inconvenience experienced in turning around on the road. This led to the design of the "crane-neck frame," which permitted the front wheels, when turning, to swing under the frame, so the engine could be turned completely around in a space not greater than its own length.

This improvement, strangely enough, was not patented by the Amoskeag, and proving to be very valuable, it was quite generally copied by other builders of

steam fire engines. The first engine having this improvement was sold to the city of Boston, in 1870.

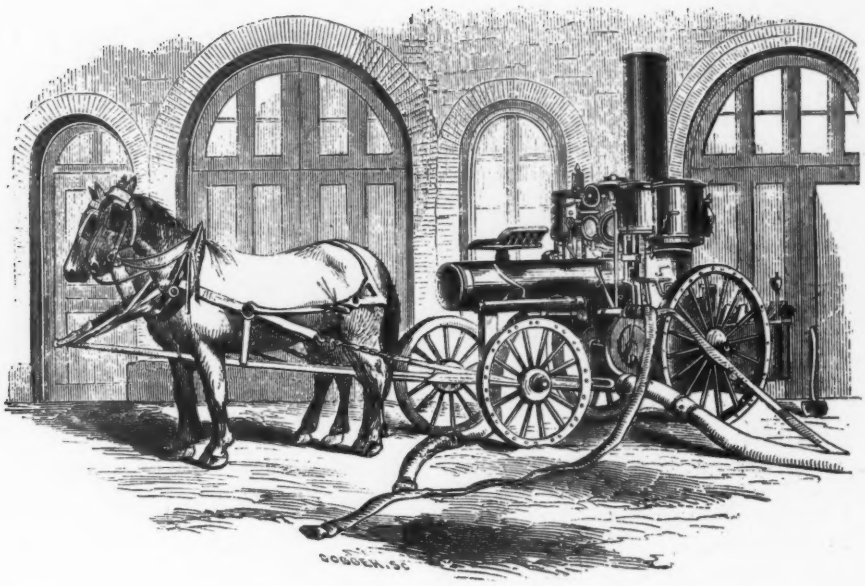
In 1867 steam fire engine 225 was in process of construction in the shops of the Amoskeag corporation and merely as an experiment, it was fitted to propel itself. As a result of that experimental engine another self-propellor, numbered 263, was built under the supervision of Nehemiah S. Bean, the mechanical superintendent of the Amoskeag Company. This engine was looked upon as a wonder, and it was shown all about the country.

In November, 1872, the memorable Boston fire broke out and aid was asked of Manchester. The Amoskeag Company sent down the horseless engine and it did such good work at that big fire that the city of Boston purchased it.

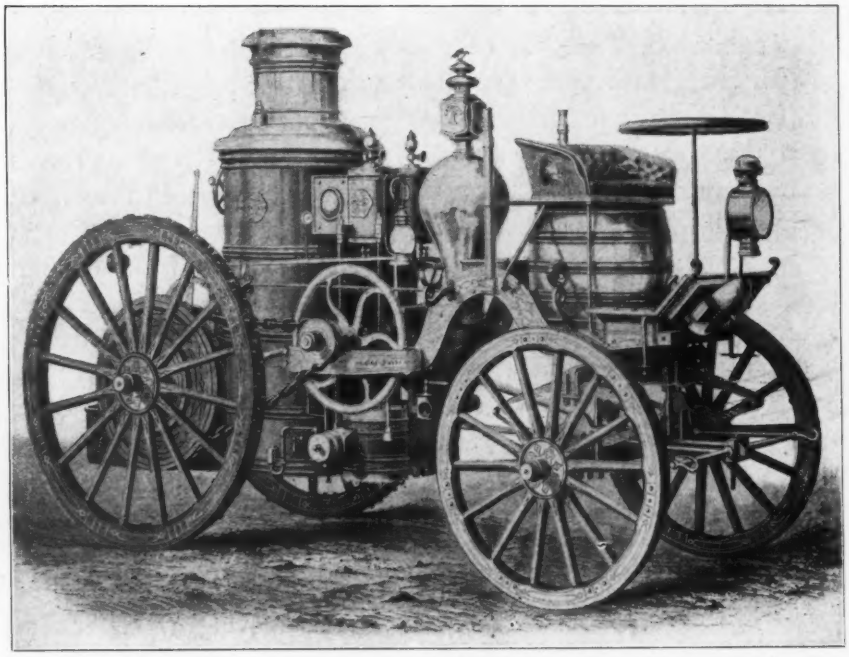
Hugh Bonner, an old time chief of the New York fire department in an article on "Fire Fighting" published several years ago has the following to say about the Amoskeag Horseless Engine: "Directly after the Boston Fire we obtained from that city an engine which had been used there during the great conflagration and which was known as the horseless engine. This was fitted up with machinery, connecting with one wheel which propelled the engine through the streets. It was operated by our company for years, very successfully, although in a crude stage and was known as the first of its kind ever constructed. It was made by the Amoskeag Manufacturing Company of Manchester, New Hampshire. It was very serviceable at the time, as our horses were scarcely able to stand, owing to the epidemic of epizootic then raging throughout the city and this company so equipped could reach fires much sooner than those operating with such horses. In 1874 four engines were ordered with the improved motive power on both wheels—a great improvement over the one formerly used by Engine Company No. 20. These engines were known as the steam propellers and were run by Engine Companies Nos. 32, 11 and 8 with varying success. They were unreliable in winter because they would slip on the icy pavements and become unmanageable. The tiller was not always effective in passing over a frosty place. The steam propellers were also objectionable on account of their frightening horses, which would never take to them on crowded thoroughfares and they caused many runaways. They were finally altered and used with horses."

The following clipped from the *Engineering and Mining Journal* of November, 1872, might be interesting to many people: "During the time when the New Yorkers were thrown, not upon their 'beam ends,' but upon their natural and proper ends, for the means of locomotion, a self-propelling steam fire engine made its appearance in the streets, and after a few trials of its running powers, was put to work in the ordinary service of the Fire Department. During a late fire it stood in front of our office, on which occasion we had an opportunity of examining its construction. It is made by the Amoskeag Manufacturing Company of Manchester, N. H., and differs in no way from the ordinary engines made by that company and in use all over the country, except in the self-propelling attachment, which is applied in a very simple manner.

"The driving wheel shaft is lengthened sufficiently to carry a small drum, nearly in a line with one of the rear wheels. To this wheel a large drum is bolted or cast on, and is moved by a chain from the driving shaft. This ap-



OLD AMOSKEAG STEAM FIRE ENGINE NO. 1



AMOSKEAG STEAM FIRE ENGINE, NO. 447, BUILT FOR DETROIT, MICH. FIRST ENGINE TO HAVE THE DIFFERENTIAL GEAR AS A PART OF THE DRIVING MECHANISM.

paratus is applied to only one of the wheels, in order to allow the machine to make, without inconvenience, those short curves which are inevitable in crowded streets and at corners. It has proved to be amply sufficient for the work. We saw the engine running down Fifth avenue one evening, and could not but notice the ease with which the engineer steered it and controlled its speed. The latter was changed twice in running half a block, and the rapidity with which a change from fast to slow motion was made was really surprising. The sidewalks were lined with lookers-on, who expressed a good deal of gratification at the certainty of having one fire engine which no horse disease could disable.

"A test of this New York machine's powers was made on Thursday. It is well known that the high French roofs are thought to have aided the progress of the flames both in Chicago and New York, and the chief engineer was anxious to ascertain the ability of the engine in throwing to the roof of some of our high buildings. The highest, or one of the highest structures in New York, is the Equitable Life Insurance Building, and the engine ran down there. The circumstances were not in favor of the engine, as the water at the hydrant had but seven pounds pressure.

"Fifteen lengths of rubber hose of 2½ inches in diameter, inside measurement, were stretched a distance of 750 feet to the top of the cupola of the Equitable Insurance Building, at Broadway and Cedar street, at an altitude of 116 feet from the sidewalk. Through this great length of hose, to which was attached a pipe 1¼ inches in diameter, an effective stream of water was projected to a height of about 150 feet above the cupola, or 266 feet above the surface of the street. The greatest pressure of steam upon the boiler indicated during the test was 100 pounds to the square inch, and the extreme water pressure upon the hose was 190 pounds to the square inch.

"Several trials through the same and less quantities of hose, with the pipe in the street, were made subsequently, copious streams being thrown vertically from the street to the tops of surrounding buildings, which were also completely drenched at great distances by oblique and horizontal streams. The boiler of the engine is of sufficient strength to withstand a steam pressure of 140 pounds to the square inch, but it was not deemed necessary to make a test under such high pressure. This trial sufficiently demonstrated the ability of the machine to throw cold water on any roof in the city in still weather.

"The propelling gear is thrown out of action while the machine is at a standstill, by simply dropping a pin through the links of the driving chain. The steering gear has a different and better arrangement than in the old engines. A chain wound around two drums, placed on the forward axle close to the wheels, is also wound around the shaft of a steering wheel, and the whole apparatus is worked like an ordinary railway brake. It operates in the best manner, and the driver has complete control of the engine's course. Altogether, the Amoskeag Company have produced a very necessary and useful machine, and cities will probably conclude that it is absolutely necessary to have a certain proportion of these self-propellors in their service."

The self-propelling Amoskeag steam fire engine, Lafayette 1, of which a very fine engraving is given herewith had a most interesting history. It was catalogued as No. 447, double crane-necked frame and was delivered to the city of

Detroit, Mich., for which it was built, in December, 1873.

Previous to the building of this engine the driving mechanism of the self-propellers was of somewhat crude design, being a double chain drive from each end of the main shaft to each rear wheel. It was found, however, that the engines could propel themselves fairly well in a straight line, but considerable difficulty was experienced in turning sharp corners. Later it was found that the engines were more manageable and could be fairly well steered when being driven from the right-hand rear wheel only, and the single chain drive was applied to several self-propellers, one of which was finally located in Boston and another in New York where it met with much favor.

On a business trip to New York City in 1873, Superintendent N. S. Bean met a gentleman who casually inquired of or suggested to him, that the self-propelling engines would be greatly improved by incorporating into their driving gear a "compound" such as is generally used on cotton speeders in cotton mills, claiming that by this addition the power would be applied to both driving wheels and that when turning corners these two driving wheels would be automatically driven at varying speeds without any material loss of power.

This "compound" or "differential gear" as it is called, was originally invented by Mr. Aza Arnold and applied to cotton speeders in South Kingston, Rhode Island in 1822. Mr. Arnold, however, took no action towards having the idea patented until January 7, 1823. A model was made and taken to England, unknown to him, in 1825, and it was quickly seized upon there, being patented in that country by Mr. Henry Holdsworth, in 1826.

Mr. Bean, having other matters on his mind at that time did not give any particular attention to this suggestion and did not even learn the gentleman's name, but after his return to Manchester he came to the conclusion that the idea was worth looking into. There happening to be in stock at the storehouse several of these compounds, belonging to speeders, one of them was brought to the office and a long examination and discussion of this suggestion took place between Ex-Gov. Straw and Superintendent N. S. Bean, the upshot of which was that Mr. Bean gave orders to his assistant constructor to go ahead and see what could be done with it.

At that time the Lafayette No. 1 was under construction in the shops for the city of Detroit and when it had been designed should be of the same general style as the engine in New York except that it was to a "crane-necked frame."

It was decided to make the experiment upon this engine. Many alterations were required to apply this device, but in due time the engine was completed and on trial it was proven that the suggestion of the gentleman in New York city was true in every particular and that the self-propelling engine had been immensely improved. All such engines afterwards made were equipped with this valuable device.

It is a matter of general public interest at this time, when the automobile is in such general use, that there are probably no automobiles manufactured but what are equipped with this "differential gear," differing somewhat in form maybe but essentially the same mechanical device and applied for the same purpose as that on this Detroit engine. This was undoubtedly the first instance of its application to wheeled vehicles and it was

fully covered by letters patent granted to Mr. Bean, December 22, 1874.

Up to 1877 there had been sold, made and delivered 523 engines of the various styles and classes when Amoskeag Manufacturing Company transferred the entire steam fire engine business to the Manchester Locomotive Works. This company conducted the business successfully for many years and finally sold the patent rights to the International Power Company of Providence, R. I.

During the time the Amoskeag Manufacturing Company built the steamers they became general favorites, and they were not only sold in all the principal cities in this country, but to others in all parts of the world, among which may be mentioned Amoor, Russia; Arequipa, Chili, S. A.; London, England; London, Province of Ontario; Lima, Peru, S. A.; Sidney, New South Wales; Shanghai, China; Yokohoma, Japan; and to many other distant places.

The Amoskeag Manufacturing Company built, in 1871, a first size steam fire engine called the Governor Fairfield, for the city of Saco, Me. On the sixth of May, 1882, the chief engineer of the fire department of that city showed his committee on fire department what an Amoskeag engine could do. The steamer was set at the river with cold water in the boiler. The engine was started on forty pounds of steam, playing a splendid fire stream, and in nine minutes, fifteen seconds, one hundred pounds of steam were registered and the engine was blowing off and continued to do so through the trial, while a Silsby in nine minutes, thirty seconds had twenty-one pounds of steam only.

The longest recorded distance a fire engine ever threw a stream of water according to all authentic records which could be found by the writer after a careful research, seems to be due to former "Engine Six" (now Engine Two) of Cambridge, Mass. This engine is an extra first size Amoskeag, and when delivered to the city by the manufacturers, was tested at Fresh Pond. At the test the engine played a stream of water three hundred and eighty-one feet, four and one half inches, which play immediately gave to the engine the name of "Big Six," by which it was always known until transferred to its new station.—From "Bucket Brigade to Flying Squadron."

On the night of the 10th of January, when the flames were raging with their utmost fury through the fallen ruins of the Pemberton Mills, at Lawrence, Mass., and the Washington Mills, together with other buildings, being in great danger, Mayor Saunders, of that city, deeming the force of the firemen present insufficient, forwarded a dispatch to Manchester, N. H., for assistance. The call was nobly responded to. By orders of Chief Engineer Hunt, the 'Amoskeag' was sent. The dispatch was received about half-past twelve. No engine was in readiness at Manchester, and a dispatch was sent to Lawrence for one. An engine was started from Lawrence, went to Manchester, took a train with the steamer, its horses and company, and a carload of firemen, and returned, accompanied by Mayor Harrington and a part of the engineers. In just two hours and eight minutes from the time the telegram was received, the 'Amoskeag' was at Lawrence, playing four streams of water upon the fire. The distance is twenty-six miles, making fifty-two miles traversed by the locomotives, which, with the loading and unloading of the machine, is remarkable time. Even amid so much terror and confusion, its arrival at the ruins was

greeted with enthusiasm. And the firemen, who were nearly worn out with exhaustion, welcomed it with hearty cheers. It remained at Lawrence during the greater part of the next day, doing good service at the ruins.

This engine was built for the city of Manchester by the Amoskeag Manufacturing Company, under the direction of N. S. Bean, Esq. It is the first one of its own peculiar kind, though many are being made by the Company now, and for lightness and time of firing up is unequalled. Weighing when empty five thousand five hundred pounds, it is easily drawn by two horses, and will carry fuel sufficient to feed four or five hours. She will fire up and play two streams in less than four minutes from lighting the match; can get up steam as well while running as while standing. On one occasion she fired up and had two streams through four hundred feet of hose each in three minutes and forty seconds, drafting her own water. She will throw four seven-eighth inch streams through one hundred and fifty feet of leading hose each, horizontally; will throw one and one-fourth inch stream two hundred and forty feet.

These machines are being made as fast as the Company can get them out and sent to various parts of the country; already have they gone to Maine, Massachusetts, Rhode Island, Illinois and other places—bidding fair to take first rank among the steam fire engines throughout the country. —From an old paper of 1860.

The illustration printed herewith gives a good view of old Amoskeag No. 1, the first steam fire engine to be built by the Amoskeag Manufacturing Company. This first engine of what might be termed a mongrel type, was designed and built in 1859, under the direct supervision of Nathaniel S. Bean. It was tested on July 4, 1859, raising steam and playing two streams to the height of 203 feet in seven minutes from the time of lighting the fires. It was a rotary pump engine, that is, instead of having a plunger pump as the modern Amoskeag of later types did, it was equipped with a rotary apparatus which threw the water by centrifugal force. The pump always had to be primed and this was the cause of more or less delay.

(*To be continued*)

New Hampshire and Michigan

JESSE H. FARWELL

(By an Occasional Contributor)

NEW HAMPSHIRE has furnished more men who have made an impress for good upon the nation's life, in official, professional, educational and industrial capacities, than any other state in the Union in proportion to population, or even irrespective of the same.

A president of the United States, a chief justice and several associate justices of the supreme court; numerous members of the cabinet; governors of states from Maine to California; senators and representatives in congress; judges of federal and state courts all over the Union; college presidents and other eminent educators; lawyers and physicians of note; captains of industry and leaders in "big business," born in New Hampshire, have gone out into other parts of the land and made imperishable records in their respective fields of activity.

But while many states in the Union have been favored by the aid of New Hampshire-born life, energy and ability, it is safe to say that Michigan, more than any other, has profited thereby. The first great governor and United States senator of that state, Lewis Cass, who later served in the cabinet in more than one capacity, and was his party's candidate for president, was born in the town of Exeter; while the first chief justice of the supreme court of the state, William A. Fletcher, was a native of Plymouth and the first state superintendent of public instruction, and really the first officer of the kind in the Union. John D. Pierce was born in Chesterfield, N. H. To his efforts, more than those of any other man, the University of Michigan owes its existence, and, in later years, another New Hampshire man, Harry B. Hutchins, born in Lisbon, held rank among the great presidents of that institution. John S. Barry, native of Amherst, was the only man ever three times elected governor of the state. Zachariah Chandler, native of Bedford, succeeded Lewis Cass as United States senator and was secretary of the interior in the cabinet of President Grant. He it was who was the leading spirit when the Republican party was formed as a national organization, "Under the oaks," at Jackson, Mich. Joseph Estabrook, native of Bath, was principal of the state normal school at Ypsilanti, and subsequently state superintendent of public instruction. Jefferson T. Thurber, native of Unity, and Sullivan M. Cutcheon, born in Pembroke, were speakers of the Michigan house of representatives; while William Graves, born in South Hampton, was secretary of state. Oliver L. Spaulding, native of Jaffrey, Bryon M. Cutcheon of Pembroke, and Charles C. Comstock of Sullivan were Michigan representatives in congress.

Alfred Russell, native of Plymouth, was long a leader of the Detroit bar; while James F. Joy, another Detroit lawyer, born in Durham, N. H. engaged in railroading, built the Michigan Central Railroad, the Chicago, Burlington and Quincy, and other great lines, promoting the development of the West. But the most remarkable man in some respects who went out from New Hampshire and made his home in Michigan, was James H. Farwell, the pioneer in the freighting

business on the Great Lakes, whose commerce now exceeds in tonnage that of the nation's Atlantic trade, to whose career we now refer in brief.

Jesse H. Farwell was born at North Charlestown, N. H., January 22, 1834, the son of George and Aurilla Farwell. On his mother's side he was a direct descendant of Priscilla Mullins of Mayflower fame, and, on another line, of Ethan Allen. At sixteen years of age he went out from the old farm, with $10.00 in his pocket, a parting gift from his father, to make his way in the world. Going to Buffalo, N. Y. he engaged to work for an uncle at $25 for the first year. Here he remained until twenty-one years of age, when he made his way over the lake to Detroit, where, upon the morning of his arrival, when walking out before breakfast, he made a deal to go into partnership with a stranger, which partnership continued several years successfully, doing a general contracting business.

For many years Mr. Farwell and his partners did all the paving in the city of Detroit, and much of that in other cities of the state. They also constructed the bulk of the sewage system of the city of Buffalo, N. Y., with its difficult outlet into the Niagara river. In connection with his son, George Farwell, whom he had taken into partnership, he built Section B, the largest and longest section of the aqueduct tunnels for the water supply of New York city, otherwise known as the Croton Aqueduct, employing the labor of 1500 men for more than three years in the work. Subsequently they did the earth and rock work for the government locks at Sault Ste. Marie, Michigan, the same being the largest in the world.

For many years Mr. Farwell was, by far, the largest individual owner of freight craft on the Great Lakes, owning about a dozen boats in all and continuing in the business until a few years before his death. He was a successful speculator in many lines, and never met with failure. Among other enterprises he engaged largely in the manufacture of pianos and organs, both in Detroit and Canada. He had many well-selected real estate holdings in Detroit, and was instrumental in effecting various improvements in municipal conditions. He took special interest in the improvement of the water-ways connecting the Great Lakes, and did a large amount of the work involved himself. His interest extended to national affairs, and he served on several committees carrying on the early investigation concerning the Panama and Nicaragua canal projects.

The Farwell school, a fine granite building, at North Charlestown, was given by him as a donation, promoting the future welfare of his native place, and it stands as a fitting monument to his memory. He was a Universalist in religion, a Democrat in politics, and a member of the society of Sons of the American Revolution.

He was an ardent lover of nature, and for relaxation he was wont to go each year, in the fall, back to his old home among the New Hampshire hills and spend a month or two riding and driving amidst the beautiful scenery. It was in the midst of this scenic beauty that he died, at Bretton Woods in September 1905, leaving a widow, a daughter and the son, George Farwell, who was his partner, and successor in business.

Among the great "captains of industry" in this country, when the extent and importance of operations carried on is considered, no man can hold higher rank than Jesse H. Farwell, native son of Charlestown, N. H.

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Editorial

The experience gained in highway construction on a large scale, undertaken in New Hampshire this year, for the first time, will be valuable in formulating plans for future highway building operations. As Representative George H. Duncan of Jaffrey, one of the legislative leaders in recent sessions, stated, the highway department had to work quickly after the eight million dollar bond issue was authorized to figure on this administration's allotment of the bond money in order to forestall the inevitable political pressure for a slice of the money. Haste, of course, is never conducive to the best quality in planning or in working, hence it is altogether natural that mistakes were made. And after the highway department officials had mapped out their ideas, the program had to go before the Governor and Council for their approval, where alterations had to be made to meet the exigencies of their notions, and the continuing necessity of haste suggested by Mr. Duncan without doubt caused snap judgment rather than carefully studied reasoning to prevail. And, in spite of the haste the probability is that political influence did creep into the proceedings and sway the decisions to a greater or lesser extent. For that matter it would be more surprising than otherwise if political influence did not have a part in any governmental undertaking, whether hastily or maturely considered. But on the whole when the highway construction for this season is completed, New Hampshire will have a goodly number of miles more of good, durable, hard-surfaced roads in place of the same number of miles of very bad roads. That there will still be many miles of highway in poor condition goes without question but the answer to that is the highways had been allowed to get into such a run-down condition, it was impossible to catch up in a single year's top-speed construction. There may be ground for criticism of the laying down of a two years' program in such haste, particularly if that program is an iron-clad arrangement, as has been intimated. New Hampshire winters are most uncertain in their performances on roads. Even well built roads, that is of the old type, which have been thought good for several more years have been disclosed in the spring, after a series of thaws and freezes, to be a complete mess, and in view of that it will be passing strange if the highway department and the Governor and Council, next spring do not find

themselves confronted with a number of highway problems not taken into their plans last winter when they were planning for the two years' spending of the bonds. In such a contingency a hard and fast program would force a draft on emergency funds if a thorough-going reconstruction job was done, or in case of make-shift repairs there would be inroads on the regular highway maintenance funds. It would seem, in view of the great uncertainty as to how New Hampshire roads will weather our rigorous winters, there should be a considerable degree of flexibility in most highway programs.

* * *

New Hampshire very likely has its fair proportion of law violations, but considered in connection with the stories of crime of sufficient importance to find its way into the news services from all sections of the country and filling columns of space in practically every issue of our newspapers, New Hampshire lawbreakers for the most part must be classed as comparatively petty offenders. Few crimes of violence are committed in this state when the prevalence of such crimes in other states is taken into consideration. Thievery likewise in New Hampshire is small calibered stuff compared with the hauls made elsewhere. The New Hampshire papers, now and then, will give big headlines to lawbreaking, but it seems mainly to have to do with the activities of federal and state prohibition officers or local police chasing bootleggers, or state and local police getting after reckless or heedless automobile drivers. Take the general run of prohibition law enforcement that is played up in the papers. To read the headlines one gathers the impression that a round-up of speakeasies is of a sensational nature; that is to say reading the headlines of the raids gives one that idea. But when, if one does, the court proceedings are followed up, it is found that a pint, or a few quarts of beer or hard stuff has been seized and the lower court judge figures fines ranging from $25 to $100 are adequate. Usually the offenders are sent along to the Federal court where somewhat stiffer fines are imposed. With rare exceptions, the bootleggers caught are very small fry. And the bulk of automobile delinquents are heedless or self-important persons who fail to obey local traffic regulations relating to Stop signs and parking restrictions. These draw small fines. The worst traffic law violators are the drunken drivers and while there are too many of these for comfort, as a matter of fact, they comprise a relatively small number. The evidence of increasing severity of punishment for this class of drivers should have a tendency to impel more caution. We do not contend that New Hampshire is a flawless state, but compared with others we are not so bad as we might be.

Charles E. Dickerman--An Appreciation

ALIDA TRUE DICKERMAN

O ye grove! "Cathedral pines!"
Ye fell, these many years!
And only as New Hampton can recall
That majestic towering line
May we, in the vortex of a new generation tost—
See on your hillside's growth of tamarack and growing pine
The strength and beauty of a grandeur lost.

AS ONE looks across the sheen of the Dickerman pond in which lies reflected yon expanse of growing pines which we like to call the Dickerman Memorial, one is strangely moved to recount in a singularly sympathetic manner those personal characteristics of a man which so endeared Mr. Dickerman to his friends. Under the tropical skies of Florida, in June time, in rose time, when our own homeland of the north was firmly encrusted in snow and ice, the gentle soul of a lover of the beautiful, of bird and flower, passed on.

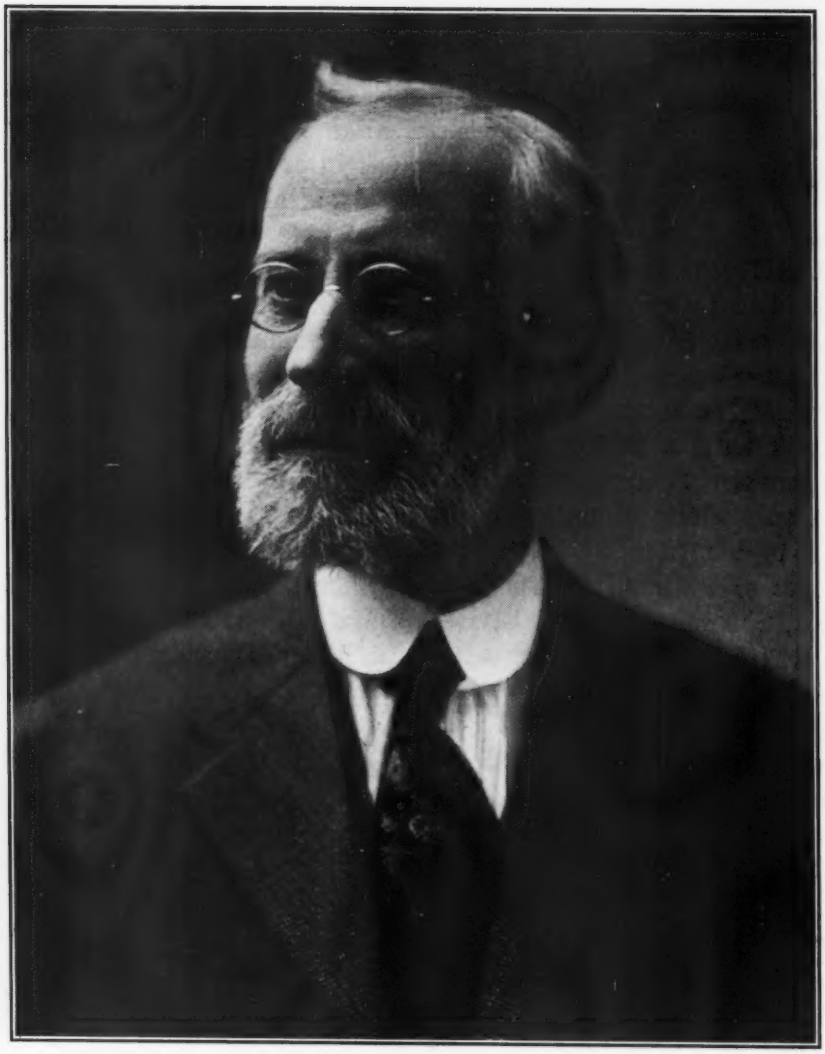
Charles E. Dickerman, fish culturist and pioneer in the field of brook trout propagation in this country, one time a grower of violets and chrysanthemums for the Boston market, a Maryland hotel keeper for a brief period and a resident of New Hampton, N. H., for fifty years, with the exception of the lapses noted, died in New Smyrna, Fla., at "The Palms Hotel—on the Dixie," February 23, 1929, and burial occurred at Mt. Auburn Cemetery, Cambridge, Mass., the 29th.

Mr. Dickerman, the second son of George H. Dickerman, a successful box manufacturer of Boston, was born in Stoughton, Mass., and in view of the fact that his nature did not recognize the limitations of age as regards years one must needs turn to the records of vital statistics to learn in what year his birth occurred. It is more or less true and we learn it in after years that life does tend to grow heavy when too great stress is laid upon the marking of anniversaries. Mr. Dickerman never felt the weight of years.

An idealist, responsive, eager to serve, charitable to the erring and unworthy, sympathetic to the sorrowing, stimulating to those conditions meriting advancement, financially relieving the unfortunate investor who chanced to be his friend, gracious in his hospitality, youthful with the young and all that one could wish as a friend, tabulates briefly a list of graces not often bestowed upon one person.

Mr. Dickerman was a great lover of folks. No one traveling the length and breadth of Florida with him could fail in appreciating to what large degree this was a fact, as he found continual joy in the interchange of thought with all who crossed his path. Indeed, several times he left the beaten track to locate a little camp home where he had learned was to be found distress and straitened circumstances, and wherein lived a brave little couple challenging a situation following not only in the wake of the hurricane, but one which came out from the more deadly maelstrom succeeding the Florida boom.

He saw from a camp cottage, one morning, three little urchins starting off for school neat and tidy in their overall uniforms barefooted as in Whittier's time, brave and cheerful, as were their young parents. "Cheerful" did I say? That very night came the dreadful



CHARLES E. DICKERMAN

freeze which took their cucumber crop, and with it the last hope of returning north that year, where their parents were kept religiously ignorant as to their financial needs and suffering. It was after witnessing one of these human pictures that we remarked that not only on the battlefield is to be found such a type of heroism as must be felt constructively, during the coming years. Such experiences shall prove to be, through the power of ballasting midst adverse conditions, the stabilizing of those foundation principles which shall make more secure the new Florida of the future.

It was beside the log fire at his New Hampton home, however, that Mr. Dickerman's charm was most warmingly felt. He was ever gathering groups of friends about him. The usual morning salutation would be followed, in the later years, by something like this, "What is the program for the day? Shall we have friends in to dinner? Shall we play cards this evening in groups or better still can we not drive over the Ashland hills to visit our friends who are so closely confined at home doing the world's work in supplying us the needful things for our table?"

He found a special joy in visiting a certain home on Gordon Hill, where they, by reason of also being kept close to the attractive farm home were not able to visit him, so "Why should I not go to them?" This spirit was characteristic of the man. He was glad always to include in his day's program some event which would mean joy to a friend. Rich indeed were these contacts, inspiring to a large degree that courage which would override chronic frailty and suffering. His friends were seldom allowed to realize his indispositions.

Nine years ago Mr. Dickerman sold the private fish hatchery to the state of New Hampshire that it might be perpetuated as a memorial to the Dickerman family. This estate consists of several hundreds of acreage with one of the most perfectly protected brooks to the river that can be found, forty deeds having been acquired at an expense of sixty thousand dollars to get this brook and stream protection. The entire estate with the dam construction and pools cost one hundred thousand dollars.

During the days when C. E. Dickerman actively worked the hatchery he supplied the mountain houses of New Hampshire and Vermont each morning with these speckled beauties fresh on ice.

The writer recalls the story as told by Dr. True, how as a little boy he used to catch the little trout which were to be found so plentifully in the brook on the True farm in Holderness, N. H., and how he found great pleasure in taking the trip across the foothills to the Dickerman hatchery where he "sold his fish." It was his first notable bit of financiering.

In previous years Mr. Dickerman was very active in Grange circles, both Pomona, as lecturer and the local unit where, as I recall it, he served as master and also lecturer. A friend reminds me that he also led in a highly successful manner for several seasons in New Hampton a Chatauqua course in literature. This was at a time when such service meant much to the cultural life of a rural community.

Mr. Dickerman, during a brief two years' residence at St. Johnsbury, Vt., became affiliated with Palestine Commandery, Order of Masons.

Mr. Dickerman was an experienced traveler. He visited in a comprehensive way, Mexico and California, and later he with his wife, Mrs. Stella Dickerman, whose death occurred five years ago, visited California again and took at

varying periods several attractive cruises to the tropics and judging from later and lesser ocean voyages, those of more educational interest must have been most enriching and fruitful of enduring friendships as later contacts proved.

The loss in 1901 of his fifteen year old daughter, Mabel, then a most natural and accomplished musician, just at the close of her graduation, was a staggering blow which colored his later years. His delight was in her music, and friends who knew him best and were conscious of his thirst for the best in music in later life never doubted its source. His sense of loss in this sad experience was expressed through a singularly sympathetic attitude toward life and thus again we see the rich compensations that grow out of grief through family bereavement.

Mr. Dickerman's son, Albert Cornell of Pawtucket, a Massachusetts Tech man, is a successful engineer with a wide knowledge, practical as well as technical, of water works construction and operation and his experience of many successful years together with the inherited personal charm of his father, bespeak a future of rich service. His hobby has been and will, no doubt, always be, camera pictures. His landscapes have won prizes in Providence art contests where their excellence as to artistic merit has been widely and favorably commented upon.

This son, together with a daughter, Susan, Mrs. C. LeBaron Kasson, of Mattapan, Mass., three grandchildren, C. Le Baron Jr., and Stella, twins, and Frank, of whom Mr. Dickerman was most fond, with his wife to whom he was married in 1927, survive.

We should not mourn but rather rejoice in this life which has held so many cultural contacts which have stood for progress in civic matters and now as a matter of reminiscence, we are in possession of those precious memories which must ever abide.

So has passed but not gone from us this good friend, this gentleman of the old school of chivalry, Charles E. Dickerman.

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